

Sources & Uses

FY 2016 Town

		Use:		Source:		
Department		FY 2016 Requests	TA Reccomm.	BoS Recomm.	Tax Levy	Fund Bal W'Drawal
Administration	CR-Re-Appraisal	\$ 24,000	\$ 24,000		\$ -	\$ 24,000
	CR-Communication Technology	\$ 27,500	\$ 27,500		\$ -	\$ 27,500
	MT-Historic Buildings (1)	\$ 22,400			\$ -	
	CR-Municipal Buildings	\$ 200,000	\$ 200,000		\$ -	\$ 200,000
	New in 2016 CR- IT Hardware and Software	\$ 30,000	\$ 30,000			\$ 30,000
Recreation	Capital Outlay Phase II Retrofit	\$ -	\$ -		\$ -	\$ -
	Capital Outlay Pathway Phase 3	\$ 36,500	\$ 36,500		\$ -	\$ 36,500
	Capital Outlay Softball Field; Initial Design & Permit	\$ -	\$ -		\$ -	\$ -
	New 2016 CR States Landing Improvements	\$ 125,000	\$ 125,000		\$ -	\$ 125,000
	Capital Outlay Construction Com. Center BAN Int.	\$ -	\$ 15,000		\$ -	\$ 15,000
Fire	Capital Outlay Fire Equip. - Protective Clothing	\$ -	\$ -		\$ -	\$ -
	Capital Outlay Replacement of Pumper (Engine 2) Lease	\$ 82,700	\$ 400,000		\$ -	\$ 200,000
	CR-Fire Fighting Equipment	\$ 110,000	\$ 110,000		\$ 110,000	\$ -
	MT-Dry Hydrants	\$ -	\$ -		\$ -	\$ -
Police	Capital Outlay 2016 Police Cruiser - Utility	\$ -	\$ -		\$ -	\$ -
	Capital Outlay 2016 Police Cruiser - Utility*	\$ -	\$ -		\$ -	\$ -
	Capital Outlay Portable Variable Message Sign	\$ 15,200	\$ 15,200		\$ -	\$ 15,200
	CR-Police Communications Technology	\$ -	\$ -		\$ -	\$ -
	CR-Community Substance Abuse	\$ -	\$ -		\$ -	\$ -
Public Works	Capital Outlay 1-Ton Pickup w/ Plow & Sander	\$ 54,000	\$ 54,000		\$ -	\$ -
	Capital Outlay 10-wheel dump truck	\$ 100,000	\$ 100,000		\$ 100,000	\$ -
	Capital Outlay PSB Energy Improvements	\$ 30,000	\$ 30,000		\$ 30,000	\$ -
	Capital Outlay PSB Parking Lot	\$ 175,000	\$ 175,000		\$ -	\$ -
	Capital Outlay Lions Club Roof - Replacement/Corr.	\$ 50,000	\$ -		\$ -	\$ -
	Capital Outlay Highway Garage - Two Bay Addition	\$ 10,000	\$ 10,000		\$ -	\$ -
	Capital Outlay PSB Slab Replacement/Repair	\$ -	\$ -		\$ -	\$ -
	CR-Public Works Equipment	\$ 160,000	\$ 160,000		\$ 160,000	\$ -
	MT-Lees Mills	\$ 2,700	\$ 2,700		\$ 2,700	\$ -
	2016 Roads Program	\$ 850,000	\$ 825,000		\$ 825,000	\$ -
ODS	MT-Milfoil Fund	\$ 225,000	\$ 225,000		\$ 225,000	\$ -
Totals		\$2,330,000	\$2,564,900	\$0	\$1,452,700	\$673,200
						\$2,564,900

Note: NOT RECOMMENDED CIPC -
 Rec - Construction of Bldg. w/gym \$50,000
 Public Safety Building - Slab Replacement/Repair \$300,000



Town of Moultonborough, NH
CAPITAL IMPROVEMENTS PROGRAM
2016- 2021

PREPARED BY:
THE CAPITAL IMPROVEMENTS PROGRAM COMMITTEE
Final Report: September 15, 2015

Town of Moultonborough, New Hampshire

Capital Improvements Program 2015-2021

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How to Use This Manual

Sections III. through V. are largely devoted to introduction, process, benefits and generally accepted definitions. These sections are particularly valuable to readers who are not familiar with capital improvement programming generally, and the concepts as they are applied in Moultonborough. Sections VI. and VII. are more substantive and are specific to the current amendment cycle.

CAPITAL IMPROVEMENTS PROGRAM COMMITTEE

TO: Board of Selectmen
FROM: Jordan Prouty, Chairman
RE: Capital Improvements Program
DATE: 22 Oct 2015
CC: **Walter Johnson**, Town Administrator
Barbara Wakefield, Town Clerk



On behalf of the Capital Improvements Program Committee, I am pleased to submit herewith our proposed Capital Improvements Program Report for Fiscal Years 2016-2021 for your consideration. The sum total of all projects recommended is \$10,956,004 for the six year program (capital spending year plus five planning years) with \$1,718,341 of this programmed for 2016.

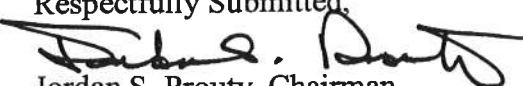
In our sixth year, our process of how we gather information and the process we utilize, including our method for rating and ranking the project requests was very efficient and assisted us with our recommendations to you contained in the accompanying report and CIP spreadsheet.

We thank all of the Department Heads for the presentations on their needs. Some of them returned to us, taking time from their daily workload, to answer questions and provide us with requested facts and figures. Without their full co-operation we could not have completed this document. Special thanks to Bruce Woodruff for his very helpful and professional guidance. His expertise and patience was invaluable.

Capital Improvements Program Committee:

Jordan Prouty, Community At-Large, Chairman
Enid Burrows, Community At-Large
Alan Ballard, Advisory Budget Committee
Joanne Farnham, Planning Board
Josh Bartlett, Board of Selectmen
Paul Punturieri, Selectmen Alternate
Fred Malatesta, Community At-Large Alternate
Heidi Davis, Finance Director (Ex-Officio Member)
Bruce Woodruff, Planner (Ex-Officio Member)

Respectfully Submitted,


Jordan S. Prouty, Chairman

8. The CIPC strongly recommends that the Board review our project recommendations in Section X.
9. Finally, the Committee respectfully requests that the Board of Selectmen advise the CIPC whether it has accepted our report in whole or in part, and what it shall submit for funding requests as part of the coming fiscal year budget within 90 days of your receipt of the report, as per the Order Creating a Capital Improvements Program Committee Charge and Composition, Section 5.) Powers and Duties, c. Action by the Select Board.

SECTION III. Our Charge

Our charge was to recommend a Capital Improvement Program (CIP) covering a period of no less than the coming six (6) fiscal years, including a Capital Improvement Budget for the next fiscal year, and the financing thereof, to aid the Select Board in their financial planning and deliberations on annual budget requests.

The CIPC is to obtain the estimated cost of each project and indicate probable operating and maintenance costs and probable revenues, if any, as well as existing sources of funds or the need for additional sources of funds for the implementation and operation of each project. The program may encompass both projects being currently undertaken and future projects to be undertaken with federal, state, county and other funds. The CIPC shall classify projects according to their urgency and need for realization, shall recommend a time sequence for their implementation, and shall specifically comment on the relationship of the Program and budget to its consistency with the Town's Master Plan.

The program shall include only those capital projects and improvements involving tangible assets and projects which (1) have a useful life of not less than five years and (2) cost over \$10,000 [or such other sum which conforms to Statement #34 of the Governmental Accounting Standards Board (GASB34) or such future equivalent capitalization schedules].

SECTION IV. OUR PROCESS

The Capital Improvements Program Committee was formed in January 2010 by the Select Board under the authority of Article 10 of the Annual Town Meeting of 2009 (See Exhibit F). This body assumed authority for Capital Planning from the Planning Board with their full assent and support.

The Capital Improvements Program Committee is comprised of nine persons, with two of them being alternate members to act in the stead of a permanent member when they cannot be present and two ex-officio members.

These persons represent various constituencies and disciplines of:

One (1) from the SelectBoard,

One (1) from the Advisory Budget Committee,

One (1) from the Planning Board,

Two (2) from the at-large residents of the Town, and

Two (2) alternate members from the at-large residents of the Town. (Currently one alternate position is vacant.)

We held our first meeting this year on April 9, 2015 to discuss an overall format, process and schedule for the task at hand. Over the course of developing this Capital Improvements Plan, we heard presentations from Department Heads and the School on their current facilities and perceived needs. Some Departments and the Library indicated they do not currently have any capital project needs for the program period. We reviewed a number of town and financial reports. We reviewed project requests and, at times, requested additional information.

Finally, we will present our Draft Capital Improvements Program Report at a public hearing to be held on September 15, 2015. A second public hearing will be held if necessary on September 17, 2015. Finally, the Committee will meet on September 17, 2015 to revise the report as per the comments received at the public hearing(s).

SECTION V. BENEFITS OF A CIP

There are many benefits to the organization in the process of establishing a Capital Improvements Program:

1. Having a CIP recognizes the need to make and maintain an ongoing investment in the facilities, infrastructure, vehicles and equipment necessary to provide the services each community has

chosen as important to ensuring the quality of life it wishes to enjoy;

2. The CIP can be a plan to maintain a stable property tax rate by “smoothing” out expenditures. Major capital projects are planned within a framework designed to distribute the tax burden attributable to capital expenditures evenly over time. Untimely expenditures can generate unstable property tax impacts;
3. Successful community planning requires a series of incremental steps moving logically through the steps of project proposal to an end result. The CIP provides the linkage between each proposal and our spending;
4. The CIP can bring a central point of community focus, not driven by cost-cutting budget concerns, to the individual demands on funding and drives a call for cooperative project planning. This co-operation can result in the avoidance of duplication of effort and prioritization of expenditures and thus generate cost savings. Communication and coordination between Departments, Town and School officials is considered essential;
5. The CIP process is an open forum to make voters aware of proposed improvements that may be of particular interest and major proposals that will likely come before future Town or School District meetings. The discussion it generates is essential to community well-being through the creation of an informed, participatory decision making process; and
6. Communities demonstrating sound planning fiscal health and high quality facilities and services are attractive to investors of all kinds; homeowners, businesses and lending institutions. Decisions to invest in Moultonborough may be influenced by improvements that enhance the quality of life for our citizenry, work force and business owners. Capital improvement programming supports and compliments our broader community economic development objectives and well-being.

Finally one must have a CIP in place in order to adopt a local ordinance requiring the payment of impact fees to offset the public costs incurred from development projects, (RSA 674:21 V).

What A CIP Is Not

It is equally important to understand the limitations of a Capital Improvement Program:

1. The CIP process is not meant to micro-manage the budget development process. Preparation of the Town and School District annual budgets is the responsibility of elected officials and

professional administrators;

2. The CIP process is not an allocation of funding for “wish list” projects that are neither needed nor likely to receive public funding and support;
3. Although the program provides a framework to guide activity, the CIP should not be rigid and inflexible. The CIP process cannot anticipate unusual changes in growth, economic conditions, political behavior, emergencies, non-tax revenue sources and opportunities not predictable enough to schedule;
4. Although the recommended CIP fits within reasonable fiscal constraints, it does not guarantee a level tax rate. There are many variables that determine the total tax rate (i.e., tax base, operating costs, revenues, etc.). Capital expenditures constitute a relatively small portion of total, local spending; and
5. Although it may assign projects to a broad ranking category, it does not provide a means of rationing capital between projects beyond that initial categorization.

SECTION VI. CIP PROJECT DEFINITION

Capital Improvements for the purpose of the CIP are defined as having the following characteristics:

1. Projects or improvements that are typically non-recurring in nature;
2. Projects or improvements that have a useful life of at least five years;
3. Projects or improvements that cost \$10,000 or more (or such higher sum as GASB34 requires)

Capital Improvements meeting the above criteria can be generally categorized as follows:

- Construction and reconstruction of public infrastructure such as roadways, sidewalks, and storm water systems;
- The purchase, construction, rehabilitation, and/or replacement of public buildings, land, parking lots, boat ramps, paths and the like;
- The purchase or lease of new or replacement of equipment such as police cruisers, fire trucks, dump trucks, loaders, etc.;
- Major software systems and computer installations; and
- The acquisition or lease of land.

Finally, in order to be included in the CIP all items must meet the following standards:

1. All projects for improvement, repair, replacement, or upgrade should be included in the current municipal asset inventory.
2. All elements of a project should be included as part of a single project, (i.e. water, road and storm water).
3. If the project is one element of a larger plan, such as a section of roadway but not the full length, there must be an indication of how the full project unfolds to show this element is consistent with the other phases and does not negate them or require an unreasonable "re-work" to accommodate future phases.
4. The expenditure, operating cost impact, potential revenue and an analysis of options of the proposed project (i.e. refurbish vs. replace a piece of equipment) should be included.
5. Historical records are to be included for the last 2 years or for the duration of the projects that remain open.
6. Projects carried forward from one year to another shall retain the original project # for tracking.
7. Town debt service information shall be submitted so that the high and low capital years can be synchronized with the high and low debt service years.
8. All cost estimates must have some basis either from an actual cost estimate, vendor estimate, or historical data.

SECTION VII. CIP PROJECT SELECTION CRITERIA

New Hampshire RSA 674:6 requires that the Capital Improvements Program Committee (CIPC) classify projects according to urgency and need and to contain a time sequence for their implementation. The Moultonborough CIPC adopted a classification system that uses seven (7) possible classifications as outlined below. In deliberations leading up to the CIPC's proposed capital allocations, each submitted project for the capital year 2016 was rated by each committee member using a score sheet form, then each submittal was ranked by the average score. Using these rankings as a guide, members then assigned a class to each project submittal.

Class 1= Urgent Need-immediately for health & safety needs
Class 2= Justified Need-to maintain basic level & quality services
Class 3= Desirable-to improve quality & level of service
Class 4= Unprogrammed-not enough info provided to evaluate need
Class 5= Prior Approved Expense
Class 6= Not Considered
Class 7= Not Recommended

Note: Costs for Class 4 and Class 7 are not included in totals.

SECTION VIII. DEVELOPMENT OF THE CIP

In many New Hampshire communities the Planning Board has the responsibility for the preparation of the capital improvement program. In Moultonborough, after consultations with the Planning Board, the Select Board sought and obtained the approval of the legislative body to create a separate entity to carry out this responsibility not withstanding this difference in structure the CIPC still must follow the statute RSA 674:5 through 674:8.

The Capital Improvements Program must also be responsive to the uncertainties that are inherent in all aspects of community development. It is important that the program be reviewed on an annual basis to remain both proactive and practical.

Review of Town Meeting. The annual review and update process begins in the spring of each year with a review of the decisions made at the Moultonborough Town meeting. This review examines the capital improvement related decisions that were acted upon by the voters.

Meetings with Project Sponsors. Throughout the spring, the Committee meets with Boards, Commissions, Committees and Department Heads to discuss any updates to existing information, and to review and discuss any newly identified projects.

Formulation of CIP Recommendations. In the summer, the CIPC conducts final meetings with project sponsors if necessary. By consensus the CIPC develops its recommendations for the

ensuing six year program period. The Master Plan provides background information and provides guidance to the Committee processes.

CIP Adoption. The CIPC presents its Draft recommended program to the community at a public hearing. This is an opportunity for the public to comment on the CIP prior to its adoption. The Draft is then formalized based upon the comments received. The notification and hearing requirement processes the CIPC follows are the same process used for the adoption of a Master Plan, provided for in RSA 675:6. Once adopted, the CIP is filed with the Town Clerk and the NH Office of Energy and Planning.

CIP and the Budget Process. The adopted CIP is forwarded to the Board of Selectmen, with copies to the Advisory Budget Committee, School Board and Library Trustees for their consideration as part of the budget development processes. As the respective entities hold their budget workshops and hearings, the public has additional opportunities to comment on capital improvements. We expect to place a copy on the Town Website for easy access to members of our community.

One of the goals of the CIP is to recommend a stable program of improvements in terms of the associated tax rate impact. Although capital improvements represent a relatively small portion of Town appropriations, they can be easily targeted for budget reduction purposes. It is important that public officials consider needed capital expenditures within the context of the bigger spending picture. To the extent this process is accomplished reasonably, tax rate stability can be achieved while decreasing the likelihood that action on needed capital improvements will be deferred.

Town Meeting. The budget processes culminate with the consideration of budgets presented by the Board of Selectmen with comments by the Advisory Budget Committee to the Town Meeting. It is at the Town Meeting vote where actual appropriations are made to fund capital improvements.

Public Participation. The people of Moultonborough have the opportunity to participate in the development of the program and to review and comment on the setting of community needs and priorities. The value of public participation lies not only in allowing the project beneficiaries and taxpayers to express their desires, but also in obtaining continued public support for future investments in our community.

SECTION IX. PROGRAM FINANCE

As mentioned previously, the CIP forecasts major capital projects within a flexible framework designed to distribute the tax burden attributable to capital expenditures over time. Towards this end, the Committee recommends a six-year program that fits within reasonable, fiscal constraints. Although a fiscally constrained CIP is not a statutory requirement, the Committee feels that it is a very important element of a balanced program.

Project Financing. Financing mechanisms will vary by project and circumstances including general fund revenues, special assessments, grant funding, private donations, Capital Reserve funding, lease/purchases, and short and long-term borrowing.

Non-Property Tax Revenue Offsets. Non-property tax revenues such as federal and state grants are identified in relation to specific projects. These projected revenue offsets are applied to project costs.

Expendable Trust Funds. The making of an annual contribution to an expendable trust fund for future withdrawal can be a useful tool to “smooth” out the property tax levy. The community is currently undergoing a complete review of its trust funds as to when it should establish one, how to establish, how much to annually contribute, and what the “floor” (i.e. minimum level) and “ceiling” (i.e. maximum level) should be. The CIPC recommends adhering to the annual recommended contributions to the reserve accounts and the percentage ceiling for capping the total capital year expenditures on an on-going basis as outlined in the Capital & Reserve Financing Plan Memorandum dated, October 20, 2011 (also endorsed by the Board of Selectmen).

SECTION X. COMMITTEE RECOMMENDATIONS

The CIPC recommends the accumulation of capital reserves to provide a smoothing out of capital funding required to meet the town’s needs on a long-term basis as per the October 20, 2011 Memo Report prepared by the Town Fellow. The CIPC recommends this level funding process that includes the Capital Reserve philosophy adopted by the BOS in 2011.

The CIPC is recommending thirteen of the fourteen projects for the Capital year 2016, ranked as priorities one (1) through thirteen (13) on CIP Ranking (Appendix A). Project ranked 14 was not

recommended by the CIPC for funding.

All project requests were analyzed for their Master plan tie-in, as a part of the rating process.

Asset Management Plan

The DPW, Fire Dept., and Police Dept. have tracked all rolling stock maintenance records since 2013, so that reports by specific piece of equipment are available each year. The process uses existing software to track repair work plus regular maintenance. This process provides added objectivity to the performance of per-vehicle cost analysis to help determine whether a continued repair option or replacement option is the more cost effective for an upcoming budget cycle.

The CIPC also recommends an equipment replacement planning approach that uses manufacturer recommended replacement schedules as the long-term planning guide and depends on actual serviceability of equipment at appropriate cost levels for year to year determination when the target year is reached (if it isn't broken, we shouldn't replace it).

CIPC Commentary on Capital Projects Plan 2016 Projects

The Capital Planning process continues to mature and improve. Submittals by the Department Heads are markedly improved in terms of depth of request, rationale and supporting data. We commend and thank each individual who worked through the process and the myriad of requests, questions and discussions. We also thank those in the Moultonborough Community who have shown interest and taken the time to ask questions which has helped to make a better Plan.

The CIPC recommends continuing the program to build the Capital Reserve Funds to levels that can provide multi-year smoothing of annual appropriations needed for Capital expenses. In light of our goal to keep increases below 5%, of concern is the potential increase of 6.81% in Capital Requests for 2016 over the approved 2015 Capital Expense. Of even deeper concern are the requests for the out years. For example, the planned Capital Requests for 2017 (one year out) are a 36.9% increase over the recommended 2016 year Capital Expense. It is recognized that these planning years are subject to a year by year review in order to reassess needs and smooth the annual cost over the life of the program, and that this process will occur for 2017.

The CIPC recommendations are grouped into Priority Classifications as identified previously in this report and on various charts. Projects identified as priority 1 (Urgent Need – immediately for health and safety needs) and Priority 2 (Justified Need – to maintain basic level and quality of services) are not included in this commentary as they are fully supported and recommended by this Committee. We may provide comments on lesser ranked priority items only, such as Priority 3 (Desirable-to improve quality & level of service), Priority 4, and Priority 7 (Not Recommended). In some cases, Priority 4 (Unprogrammed – not enough info provided to evaluate need) has been used. Our desire is to obtain

the missing information so as to properly classify each project and give it full consideration vs. all other projects before us.

Priority Code 4: Unprogrammed-Not Enough Info Provided To Evaluate Need

#4 Public Safety Building Slab Replacement/Repair WITDRAWN - NOT INCLUDED

It is thought by the Members that the need has not been clearly identified, as the stated need seems to be less than urgent. The slab problem does not seem to be further deteriorating, and although it is a nuisance, perhaps a less drastic and less expensive solution should be considered.

Priority Code 7: Not Recommended

#64 – Construction of Building. w/gym, program space, offices, storage (Recreation Department Request) (engineering design study)

With the consideration of the new facility for the Recreation Department pending approval by the voters and exploration of the potential lease of a facility, as well as the reluctance of the CIPC to recommend an expense to design a facility before the requirements are fully vetted, the CIPC members did not think this was a prudent use of the Taxpayer's money. A project and facility of this magnitude should be carefully considered – the expense of construction of this facility has been estimated at \$3,800,000 to \$5,000,000 and the ongoing operating costs have not been carefully explored. This request was not recommended in the 2014 CIPC report. Please see that report and commentary for further explanation.

In general, it is thought by this committee that prudence dictates the careful consideration of any extraordinary project. With some upcoming large projects, such as the State's Landing, Neck Pathway, possibly expensive repair of the Public Safety Building, and the looming County Tax increases, the CIPC believes their responsibilities outweigh the desirability of several future projects.

Appendix A. Committee Project Rankings (see attached, page 15)

Appendix B. CIPC SPREADSHEET (see attached, page 16)

No.	Dept.	Project	Year	AVG RATING	RANK	2016 PROJECT COST	Priority Code
13	DPW	Road Projects	16	51.7	1	\$850,000.00	2
52	POLICE	Purchase (2) New Portable Variable Message Signs	16	48.5	2	\$30,400.00	1
51	POLICE	Replace 2009 Crown Victoria Cruiser w/2015 Ford Police Interceptor Utility	16	46.8	3	\$54,835.00	2
36	FIRE	Replacement of Pumper (Engine 2) lease-purchase	16	43.3	4	\$82,700.00	2
18	DPW	2016 10 Wheel Dump Truck	16	42.1	5	\$100,000.00	2
7	BLDG	Public Safety Parking Lot Replacement	16	40.2	6	\$175,000.00	3
72	SCHOOL	Replace School Truck and Plow	16	32.5	7	\$30,000.00	2
63	REC	States Landing 3 phase: dredging, boat launch, park improvements	16	32.2	8	\$125,000.00	3
19	DPW	2016 1-Ton Pickup w/Plow and Sander	16	31.2	9	\$54,000.00	3
8	BLDG	Facilities Energy Upgrades	16	29.7	10	\$30,000.00	3
61	REC	Phase 3-Moultonboro Neck Pathway	16	23.2	11	\$36,500.00	3
9	BLDG	Replace Roof & Correct Roof Transitions Lions Club	16	22.2	12	\$50,000.00	3
10	BLDG	Highway Garage Two Bay addition/existing structure rehab	16	21.0	13	\$10,000.00	3
64	REC	Construction of Bldg. w/gym, program space, offices, storage	16	15.5	14	\$50,000.00	7
4	BLDG	Public Safety Building Slab Replacement/Repair	16	28.2		\$300,000.00	4
TOTAL						\$1,628,435.00	

Existing Lease \$89,906.00
\$1,718,341.00

LEGEND: Priority Codes
Class 1= Urgent Need-immediately for health & safety needs
Class 2= Justified Need-to maintain basic level & quality services
Class 3= Desirable-to improve quality & level of service
Class 4= Unprogrammed-not enough info provided to evaluate need
Class 5= Prior Approved Expense (such as lease payments)
Class 6= Not Considered
Class 7= Not Recommended

*AVG RATING is the average rating of individual committee ratings

cost not included in totals

cost not included in totals

1	A	B	E	F	G	H	I	J
2	Dept.	Project		Final Apprv'd. 2014	Class	Final Apprv'd. 2015	Class	CA 201
3	BLDG	Facilities Flooring Replacement & Repainting		\$ 34,997.00	3	\$ -		\$ -
4	BLDG	Public Safety Building Slab Replacement/Repair		\$ -		\$ 10,000.00	3	\$ -
5	BLDG	Highway Garage water system-well/filtration system		\$ -		\$ 20,000.00	4	\$ -
6	BLDG	M'Boro Neck Fire Station Building Roofing Replacement		\$ 34,791.00	3	\$ -		\$ -
7	BLDG	Public Safety Parking Lot Replacement		\$ -		\$ 10,000.00	3	\$ 17
8	BLDG	Facilities Energy Upgrades		\$ 60,000.00	3	\$ 30,000.00	7	\$ 3
9	BLDG	Replace Roof & Correct Roof Transitions Lions Club		\$ -		\$ -		\$ 5
10	BLDG	Highway Garage Two Bay addition/existing structure rehab		\$ -		\$ -		\$ 1
11		Subtotal		\$ 129,788.00		\$ 70,000.00		\$ 26
12								
13	DPW	Road Projects		\$ 800,000.00	2	\$ 810,000.00	2	\$ 85
14	DPW	2014 550 Style 6 Wheel Dump Truck w/Plow, Wing and Sander		\$ 95,000.00	3	\$ -		\$ -
15	DPW	Tele-Arm Bucket Lift		\$ 40,000.00	3	\$ -		\$ -
16	DPW	Skid Steer Replacement w/quick attach snow blower, bucket, forks & sweeper		\$ 55,000.00	2	\$ -		\$ -
17	DPW	Pay-Loader Replacement w/Plow and Broom		\$ -		\$ 185,000.00	2	\$ -
18	DPW	2016 10 Wheel Dump Truck		\$ -		\$ -		\$ 10
19	DPW	2016 1-Ton Pickup w/Plow and Sander		\$ -		\$ -		\$ 5
20	DPW	2017 1-Ton Pickup w/Plow and Sander		\$ -		\$ -		\$ -
21	DPW	7-passenger Fleet Van Replacement		\$ -		\$ -		\$ -
22	DPW	20 Ton Equipment Trailer (reconditioned)		\$ -		\$ -		\$ -
23	DPW	2018 Tractor w/bucket loader and attachments		\$ -		\$ -		\$ -
24	DPW	2018 Vibratory Roll (84" Drum)		\$ -		\$ -		\$ -
25	DPW	Skid Steer Replacement w/quick attach snow blower, bucket, forks & sweeper		\$ -		\$ -		\$ -
26	DPW	2019 19.5k GVW- 6 Wheel Dump Truck w/Plow, Wing and Sander		\$ -		\$ -		\$ -
27	DPW	2020 19.5k GVW-6 Wheel Dump Truck w/Plow, Wing and Sander		\$ -		\$ -		\$ -
28	DPW	2021 Rubber Track Excavator (Mid-size)		\$ -		\$ -		\$ -
29	DPW	Grader Lease-Purchase		\$ 49,395.00	5	\$ -		\$ -
30	DPW	Backhoe Lease-Purchase		\$ 18,385.00	5	\$ 18,385.00	5	\$ -
31		Subtotal		\$ 1,057,780.00		\$ 1,013,385.00		\$ 1,00
32								
33	FIRE	Replacement of Rescue1 - \$450K est - \$100K 5yr lease-purchase		\$ 90,000.00	5	\$ 89,906.00	5	\$ 89
34	FIRE	Replacement of First Responder Medical Vehicle (1)(Rescue 2)		\$ -		\$ 199,000.00	2	\$ -
35	FIRE	Replacement of First Responder Medical Vehicle (2) (Rescue 3)		\$ -		\$ -		\$ -
36	FIRE	Replacement of Pumper (Engine 2) lease-purchase		\$ -		\$ -		\$ 82
37	FIRE	Replacement of Chief's Command Vehicle		\$ -		\$ -		\$ -
38	FIRE	Replacement of Forestry Vehicle (combine replacement of F1&E3)		\$ -		\$ -		\$ -
39	FIRE	Replacement of Self-Contained Breathing Apparatus		\$ -		\$ -		\$ -
40	FIRE	Replacement of Apparatus Mobile Radios		\$ -		\$ -		\$ -
41	FIRE	2021 UTV with Fire/Rescue Skid and trailer		\$ -		\$ -		\$ -
42		Subtotal		\$ 90,000.00		\$ 288,906.00		\$ 177
43								
44	Town Hall	Purchase Parcel at Map 52 Lot 14-970 Whittier Hlghway		\$ 275,000.00	7	\$ -		\$ -
45	Con Com	Purchase 37 acres known as Lee's Pond Preserve		\$ -		\$ -		\$ -
46		Subtotal		\$ 275,000.00		\$ -		\$ -
47								
48	POLICE	Replace 2009 Crown Victoria Cruiser w/2015 Ford Police Interceptor Utility		\$ -		\$ 51,000.00	2	\$ -
49	POLICE	Replace 2007 Crown Victoria K-9 Cruiser w/2014 Ford Police Interceptor Utility		\$ 50,755.00	2	\$ -		\$ -
50	POLICE	Replace 2006 Ford Taurus (unmarked) w/2015 Ford Police Interceptor Utility		\$ -		\$ 50,000.00	2	\$ -
51	POLICE	Replace 2009 Crown Victoria Cruiser w/2016 Ford Police Interceptor Utility		\$ -		\$ -		\$ 54
52	POLICE	Purchase (2) New Portable Variable Message Signs		\$ -		\$ -		\$ 30
53	POLICE	Replace 2010 Crown Victoria Cruiser w/2017 Ford Police Interceptor Utility		\$ -		\$ -		\$ -
54	POLICE	Replace 2008 Chevy Impala (unmarked) w/2018 Ford Police Interceptor Utility		\$ -		\$ -		\$ -
55	POLICE	Replace 2013 Ford Police Interceptor w/2019 Ford Police Interceptor Utility		\$ -		\$ -		\$ -
56	POLICE	Replace 2013 Ford Police Interceptor w/2020 Ford Police Interceptor Utility		\$ -		\$ -		\$ -
57	POLICE	Replace 2014 Ford Police Interceptor w/2021 Ford Police Interceptor Utility		\$ -		\$ -		\$ -
58		Subtotal		\$ 50,755.00		\$ 101,000.00		\$ 85
59								
60	REC	Rehab Baseball Field at Playground Drive, includes adding lighting		\$ -		\$ 15,000.00	7	\$ -
61	REC	Phase 3-Moultonboro Neck Pathway		\$ -		\$ -		\$ 36
62	REC	20 Passenger Coach Bus		\$ -		\$ -		\$ -
63	REC	States Landing 3 phase: dredging, boat launch, park improvements		\$ -		\$ 50,000.00	3	\$ 125
64	REC	Construct Bldg. w/gym, program space, offices, storage (SEE NOTE 1)		\$ 17,500.00	4	\$ -		\$ 50
65	REC	Retrofit Moultonborough Pathway for Usability (SEE NOTE 2.)		\$ 37,500.00	3	\$ 63,000.00	3	\$ -
66	REC	Site Study for Construction of Bldg. w/gym, program space, offices, storage		\$ 11,500.00	3	\$ -		\$ -
67	REC	Replace one set of play equipment at Playground Drive		\$ -		\$ -		\$ -
68	REC	construct bathrooms at 6 recreation facilities (Multi-year program)		\$ -		\$ -		\$ -
69		Subtotal		\$ 66,500.00		\$ 128,000.00		\$ 16
70								
71	SCHOOL	Reconstruct MA Entrance Drive Drainage		\$ -		\$ -		\$ -
72	SCHOOL	Replace School Truck and Plow		\$ -		\$ -		\$ 30
73	SCHOOL	Replace Lobby Storefront at MA		\$ -		\$ -		\$ -
74		Subtotal		\$ -		\$ -		\$ 30
75								
76				Final apprv'd. 2014	Class	Final Apprv'd. 2015	Class	201
77		TOTALS		\$ 1,669,823.00		\$ 1,601,291.00		\$ 1,718
78		TOTAL CAPITAL RESERVE AMOUNT OFF-SETS		\$ 237,500.00		\$ 204,223.00		\$ 210
79		TOTAL CAPITAL RESERVE FUND FUNDING (CIP Projects only)		\$ 584,400.00		\$ 550,000.00		\$ 570
80		TOTAL TAX LEVY AMOUNT		\$ 911,030.00		\$ -		\$ -
81		TOTAL GRANT AMOUNT OFF-SETS		\$ 130,000.00		\$ 100,000.00		\$ 130
82		OTHER REVENUE OFF-SETS		\$ -		\$ -		\$ -
83		LEGEND: Priority Codes						
84		Class 1= Urgent Need-immediately for health & safety needs						
85		Class 2= Justified Need-to maintain basic level & quality services						
86		Class 3= Desirable-to improve quality & level of service						
87	Color Code	Class 4= Unprogrammed-not enough info provided to evaluate need						
88		Class 5= Prior Approved Expense (such as lease payments)						
89		Class 6= Not Considered						
90	Color Code	Class 7= Not Recommended						
91	NOTE 1:	These amounts are not based on any type of estimate. They are only used as placeholders as determined by the CIPC. This could be funded as a potential bond issue with a total cost not determined yet.						

costs not included in totals.

costs not included in totals.

NOTE 2.: Item 65 was doubled in 2014 by Petition Warrant Article

DPW Fleet Replacement

(7/15)

Year	Sub-Dept	Description	Cycle	2015 pricing	ARC	Remaining (Yrs)	Replacement Year
2006	B&G	Snapper Zero Turn Mower	10	\$15,000.00	\$1,500.00	2	2016
2000	Hwy	GMC Dump Truck	16	\$175,000.00	\$10,937.50	2	2016
2006	Hwy	GMC, Sierra HD 2500 4x4	10	\$50,000.00	\$5,000.00	2	2016
2005	B&G	Ford Ranger PU 4x4	10	\$50,000.00	\$5,000.00	2	2016
2004	Hwy	Ford, F350 4x4, P/U	12	\$55,000.00	\$4,583.33	2	2016
2003	Hwy	GMC Dump Truck	13	\$175,000.00	\$13,461.54	2	2016
2010	B&G	Dodge Grand Caravan	7	\$25,000.00	\$3,571.43	3	2017
2009	B&G	Snapper Zero Turn Mower	8	\$15,000.00	\$1,875.00	3	2017
2003	Hwy	Woods, Snoblower, SS60	15	\$25,000.00	\$1,666.67	4	2018
1994	B&G	Ford Tractor	25	\$45,000.00	\$1,800.00	5	2019
2009	Hwy	Ford F550 Dump	10	\$95,000.00	\$9,500.00	5	2019
2004	WM	Case 60XT	15	\$45,000.00	\$3,000.00	5	2019
2012	DPW	Ford F-350 PU 4x4 P & S	10	\$55,000.00	\$5,500.00	8	2020
2010	Hwy	Ford F550 Dump	10	\$95,000.00	\$9,500.00	6	2020
2007	Hwy	Peterbilt Dump Truck	13	\$175,000.00	\$13,461.54	6	2020
2001	Hwy	Komatsu Loader WL180-3MC	20	\$185,000.00	\$9,250.00	7	2021
2007	HWY	Ford F550 Bucket truck	15	\$40,000.00	\$2,666.67	15	2022
2008	WM	Forklift	15	\$30,000.00	\$2,000.00	12	2023
2015	Hwy	Ford, F550 4x4	10	\$95,000.00	\$9,500.00	13	2024
2011	Hwy	Internation 4900 Dump Truck	13	\$175,000.00	\$13,461.54	10	2024
2010	Hwy	John Deere 310SG Backhoe	15	\$120,000.00	\$8,000.00	11	2025
2010	Hwy	Morbark R12 chipper	15	\$35,000.00	\$2,333.33	11	2025
2015	Hwy	Cat 926M payloader	12	\$157,000.00	\$13,083.33	12	2027
2014	Hwy	Kenworth 470 Dump Truck	13	\$185,000.00	\$14,230.77	13	2027
2009	Hwy	John Deere 772G Grader	20	\$250,000.00	\$12,500.00	15	2029
2009	Hwy	Hudson 6T trailer	20	\$10,000.00	\$500.00	15	2029
2014	Hwy	CAT 262D Skidsteer	20	\$45,000.00	\$2,250.00	20	2034
1968	B&G	Zamboni	5	\$1,500.00	\$300.00		
TOTAL				\$2,423,500.00	\$180,432.65		

* These figures are a rough estimate of the currently projected replacement vehicle's cost (which may or may not be the same as the current vehicle) for the purpose of this fund and should not be construed as an accurate figure for future purchases to be

DPW- Capital Budget Items

Division	Capital Item	Cost
Highway	1-Ton Truck with Plow & Sander	\$54,000
Highway	Up-fit to 09 Freightliner 10-wheeler Dump body, front plow, wing and sander	\$ 100,000.00
Facilities	Energy upgrades- Town Hall/PSB Grant NHEC 50/50	\$ 30,000.00
Facilities	PSB Parking Lot- Phase #1 (Rear Parking area)	\$ 175,000.00
Roads	2016 Road Program- Recon/rehab/preserve	\$ 850,000.00

2016

FORM B

CAPITAL PROJECT REQUEST FOR EQUIPMENT PURCHASE OR MAJOR RENTAL

Department & Activity

DPW

Date Prepared

4/17/15

Contact Person

Scott Kinmond

Phone Number 253-7445

Project Title & Reference No: DPW Pickup Truck

Form of Acquisition (check appropriate)

Purchase

Number of Units Requested

Purpose of Expenditure (check appropriate)

- ☐ Schedule replacement
☐ Present equipment obsolete
☐ Replace worn-out equipment
☐ Reduce personnel time
☐ Expanded service
☐ New operation
☐ Increased safety
☐ Improve procedures, records, etc.

a. Describe Alternatives Considered:

ease

4. Cost	Per Unit	Total
or annual rental		
\$	54,000	54,000

or other costs		
\$		

other discount		
\$	4,000	4,000

or annual rental		
\$		50,000

6. Number of Similar Items in Inventory 1

7. Estimated Use of Requested Item(s)

12 Months per Estimated useful

Weeks per year life in years

Days per week 10

Hours per day

Replaced Item(s)

Item	Make	Age	Maint Costs	Prior Year's	
				breakdown	Rental Cost
Pick up truck w/ plow & Sander	Ford	13	\$23,751		n/a

Recommended Disposition of Replacement Item(s)

☐ Possible used by other agencies☐ Trade-in

X

Sale

Submitting Authority

Submitted by: S. Kinmond

Date: 4/17/15

Position: DPW Director

I. Reserved

STATE OF NEW HAMPSHIRE
BUREAU OF PURCHASE AND PROPERTY
STATE HOUSE ANNEX - ROOM 102
25 CAPITOL ST
CONCORD NH 03301-6398

NOTICE OF CONTRACT

DATE: DECEMBER 8, 2014

NIGP CODE: 071-0000 & 072-0000

COMMODITY: 2015 MODEL YEAR VEHICLES

CONTRACT #: 8001649

VENDOR: CENTRAL DODGE INC. VENDOR ID# 161731 B001
191 NEW STATE HIGHWAY
RAYNHAM MA 02767

CONTACT PERSON: DEBRA STEFANIK
Telephone No.: 1-800-823-0101 X4256
Telephone No.: 1-508-828-2134
Facsimile No.: 1-508-828-2131
E-mail: dstefanik@central.us

EFFECTIVE FROM: DECEMBER 5, 2014 through Contractor notification of "Manufacturers Build Down Date" or the vehicle is no longer available at the contract price.

STATE AGENCIES ONLY:

PLEASE REVIEW THE STATE OF NEW HAMPSHIRE CLEAN FLEETS POLICY FOR VEHICLE SELECTION AND ORDERING PROCEDURES PRIOR TO SUBMITTING AN RQ10

AGENCY TO SUBMIT AN RQ10 AGENCY ORDER WITH AN ATTACHED COPY OF THE COMPLETED P11 (DECLARATION OF SURPLUS PROPERTY) AND WAIVER IF NECESSARY

OR

G & C APPROVAL TO INCREASE THE FLEET
TO THE BUREAU OF PURCHASE AND PROPERTY.

WHEN ORDERING

VENDOR, VENDOR CODE, CONTRACT NUMBER, CONTRACT PRICE, NH SPECIFICATION NUMBER, VEHICLE NUMBER / MODEL AND INTERIOR / EXTERIOR COLOR MUST APPEAR ON THE RQ10

AND

VEHICLE MANUFACTURER, MODEL, YEAR, ENGINE (4, 6, 8 CYLINDER), MILEAGE, CONDITION OF THE VEHICLE AND BRIEF MECHANICAL HISTORY MUST APPEAR ON THE P11 DECLARATION OF SURPLUS

Questions: Alan Hofmann, Purchasing Agent
Phone: 603-271-2550
E-Mail: alan.hofmann@nh.gov

ELIGIBLE PARTICIPANTS:

Political sub-divisions (counties, cities, towns, school districts, special district or precinct, or any other governmental organization), or any nonprofit agency under the provisions of section 501c of the Federal Internal Revenue Code, shall be eligible to participate under this contract whenever said sub-division or nonprofit agency so desires.

CONTRACT TERM:

The contract shall become effective upon execution by the Contractor and the approval of the Commissioner of the NH Department of Administrative Services. Initial contract period shall begin upon notification of award and shall extend through the manufacturer's build down date or until the vehicles are no longer available at the price quoted. The State of New Hampshire shall have the right to terminate any contract at any time by giving the vendor a thirty-(30) day written notice.

NOTICE: IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO GIVE THE STATE OF NEW HAMPSHIRE, BUREAU OF PURCHASE AND PROPERTY, COPIES OF THE MANUFACTURER'S SCHEDULED "BUILD DOWN" OR "BALANCE OUT" DATES, INCLUDING THE FINAL DATE OF ORDER ACCEPTANCE.

CONTRACT PRICES:

The prices shall remain firm for the entire term of the contract and any extension thereof and shall include delivery and all other charges. Prices should be government and/or educationally discounted prices.

ABILITY TO PROVIDE:

Contractor must be capable of providing each State of New Hampshire agency, institution, political sub-divisions and authorized non-profit organizations with their entire requirements of vehicles without any delay or substitution.

ORDERING PROCEDURE:

State agencies and institutions shall place their orders by purchase orders authorized by the Bureau of Purchase and Property. Political sub-divisions and authorized non-profit organizations shall utilize their own individually established ordering procedures.

VEHICLE RECALL NOTICE:

will be the responsibility of the Contractor to properly complete registration certificates of any vehicle awarded so recall notices will be forwarded to the using agency.

DELIVERY POINT:

For State Government – F.O.B. DESTINATION to state agencies as directed on resulting orders.

Specific delivery addresses within New Hampshire will be shown on orders.

For political sub-divisions – F.O.B. DESTINATION as directed on resulting orders

Specific delivery addresses will be shown on orders.

WARRANTY:

Manufacturer's United States warranty shall apply for all items in this contract. This warranty supersedes any prior or conflicting term or statement.

INVOICING:

Invoicing shall be done on the basis of vehicles delivered. Invoices shall clearly indicate the quantity, description, date of delivery, contract number and contract price.

STATE OF NEW HAMPSHIRE
DEPARTMENT OF ADMINISTRATIVE SERVICES
BUREAU OF PURCHASE AND PROPERTY

NH SPECIFICATION NO. 2011-44
10/24/14

STANDARD SPECIFICATION - TRUCK, PICKUP-ONE -TON, SRW, 2WD & 4WD
TO INCLUDE ALL MANUFACTURERS STANDARD FEATURES
INCLUDING:

CAB	REGULAR
GROSS VEHICLE WEIGHT RATING:	10,000 POUNDS
PICK UP BOX LENGTH:	8' STYLESIDE
TRANSMISSION:	AUTOMATIC
BRAKES:	POWER - ABS, ALL WHEEL
STEERING:	POWER
AIR CONDITIONING (FACTORY)	YES
CRUISE CONTROL (FACTORY)	YES
TIRES: TYPE, WHEEL/TIRE SIZE	ALL SEASON RADIAL, 16 / LT235 WITH MATCHING SPARE
AM/FM RADIO	YES
UPHOLSTERY - FRONT-BENCH	VINYL, 40-20-40 OR DRIVER'S SEAT & DUAL OCCUPANT FOLDING FORWARD
FLOOR	VINYL
FLOOR MATS	VINYL OR RUBBER
WIPERS, INTERMITTENT	YES
MIRRORS, OUTSIDE R & L	YES- LOW MOUNT MINIMUM 5" X 7"
HEAVY DUTY BATTERY	MINIMUM 500CCA
HEAVY DUTY ALTERNATOR	MINIMUM 95 AMP
AXLE RATIO	GASOLINE: BETWEEN 3.42 AND 3.73 : 1 DIESEL: BETWEEN 3.31 AND 3.73 : 1
AXLE:	AUTO LOCKING FRONT HUBS (SHIFT ON THE FLY)- 4WD
FUEL CAPACITY	MINIMUM 26 GALLONS
BUMPERS FRONT	YES - STANDARD PAINTED
REAR	YES - STEP

ADD FOR OPTIONS:

DAYTIME RUNNING LIGHTS: \$ 34.00

DUAL BATTERIES \$ STANDARD ON DIESEL

PLOW PACKAGE FOR 4WD: \$ 5,500.00 8' PLOW

TO BE INSTALLED WITH ALL STANDARD ATTACHMENTS AND
OPERATING CONTROLS. 8'OR 9' POWER ANGLE TYPE EQUIPPE WITH \$ 5,700.00 9' PLOW
COMBINATION DUAL BEAM LIGHTS AND TURN SIGNALS MEETING
FEDERAL SAFETY REGULATIONS

ELECTRIC BRAKE CONTROLLER \$ 196.00

HEAVY DUTY TOW PACKAGE: \$ 25.00

TO INCLUDE COMPLETE CLASS IV, 2" RECEIVER TYPE HITCH
WITH WIRE HARNESS AND 2" BALL & HEAVY DUTY COOLING

PAINT:
OMAHA ORANGE (SAME AS DUPONT DULUX 93-082)\
LEAD FREE FORD - W5684E, GM - WA9417, DODGE - TBD \$ 383.00

DEDUCT:
PICK UP BED DELETE \$ 340.00

CENTRAL CHRYSLER

NH SPECIFICATION NO. 2011-44 TRUCK, PICKUP-ONE TON, 2WD & 4WD - CONTINUED

CENTRAL CHRYSLER

VEHICLE #2- 2 WHEEL DRIVE - ENGINE: TYPE / CYL DIESEL / 6 CYLINDER LITER 6.7

MANUFACTURER/MODEL RAM 3500 \$ 33,826.00

VEHICLE #5- 4 WHEEL DRIVE - ENGINE: TYPE / CYL DIESEL / 6 CYLINDER LITER 6.7

MANUFACTURER/MODEL RAM 3500 \$ 35,494.00

DELIVERY 120 DAYS AFTER RECEIPT OF PURCHASE ORDER
DELIVERY SHALL NOT EXCEED 120 CALENDAR DAYS ARO

\$ 41,732
+ 4500
\$46,289 Flat bed/amp
+ 6000 Spreader
\$51,289
1000 Tool Boxes
Fuel Tank
Lights/Reel
\$52,289
1,500
\$53,789

FORM B

CAPITAL PROJECT REQUEST FOR EQUIPMENT PURCHASE OR MAJOR RENTAL

Department & Activity DPW Date Prep: 4/17/2015
 Contact Person Scott Kinmond Phone Nur 253-7445

1. Project Title & Reference No: DPW 55K GVW Dump Truck

2. Form of Acquisition (check appropriate)

Purchase

3. Number of Units Requested

5. Purpose of Expenditure (check appropriate)

- X ☐ Schedule replacement
☐ Present equipment obsolete
☐ Replace worn-out equipment
☐ Reduce personnel time
☐ Expanded service
☐ New operation
☐ Increased safety
☐ Improve procedures, records, etc.

5a. Describe Alternatives Considered:

Lease

4. Cost

Per Unit

Total

or annual rental

\$

100,000

100,000

or other costs

\$

other discount

\$

Net purchase cost

or annual rental

100,000

6. Number of Similar Items in Inv

0

7. Estimated Use of Requested Item(s)

12 Months per

Estimated useful

Weeks per y

life in years

Days per we

12

Hours per day

8. Replaced Item(s)

Item	Make	Age	Maint Cost	Prior Year's	
				breakdown	rental Cost
A5K GVW dump truck w/ plow, wing & S	GMC	13	\$31,071		n/a
B.					
C.					
D.					
E.					

9. Recommended Disposition of Replacement Item(s)

☐ Possible used by other agencies

☐ Trade-in

X

Sale

10. Submitting Authority

Submitted by: S. Kinmond

Date: 7/16/2015

Position: DPW Director

11. Reserved

FORM C

CAPITAL IMPROVEMENT PROGRAM DETAILED PROJECT DESCRIPTION

(May be filled out by CIP Committee to summarize Project Information)

A. IDENTIFICATION & CODING INFORMATION

1. Date: 7/16/2015

2. Project Name: FY16 55K GVW 10 Wheel Dump w/Plows

3. Program: Equipment

4. Department: DPW

B. EXPENDITURE SCHEDULE (000'S)

Cost Elements	\$	Thru FY	Est. FY	Total 6 Years	Year 1 FY15	Year 2 FY16	Year 3 FY17	Year 4 FY18	Year 5 FY19	Year 6 FY20	Beyond 6 Years
1. Planning Design & Supervision						0	0	0	0	0	
2. Land						0	0	0	0	0	
3. Site Improvements & Utilities						0	0	0	0	0	
4. Construction						0	-	0	0	0	
5. Furniture & Equipment					28,000	100,000	0	0	0		
6. Total					28,000	100,000	-	0	0	0	

C. FUNDING SCHEDULES (000'S)

GO Bonds:

State Aid:

General Fund:

Capital Reserve: General Fund

Grant Funding:

D. DESCRIPTION & JUSTIFICATION

E. ANNUAL OPERATING BUDGET IMPACT (000'S)

F. MAP Reference Code:

Program Costs: Staff _____
 Other _____
 Facility Costs: Maint. _____
 Other _____
 Debt Service _____
 Total Costs _____
 Other Revenue _____
 or Cost Savings _____

H. P. FAIRFIELD, LLC

BUDGET # 139541



"MUNICIPAL SPECIALISTS"

PHONE: 603-848-2363 FAX: 603-664-2636

<http://www.hpfairfield.com>

FROM:

Bob Hackett

94 Sheep Davis Rd

Pembroke, NH 03275

QUOTED TO: Town Of Moultonborough

DATE: October 6, 2015

213270

P O Box 139

Moultonborough, NH 30254

CUSTOMER PHONE: 603-476-2347

ATTN: Scott Kinmond

CUSTOMER FAX: 603-476-5835

COMMENTS: Budget proposal for Freightliner military surplus 10 wheeler chassis

QTY	DESCRIPTION	PRICE	EXT. PRICE
1	** EVEREST 13' MR DUMP BODY, TELE HOIST, CAB SHIELD, AR450 FLOOR, FULL AUTO LOAD COVER SYSTEM, FOLD UP LADDER, PINTLE PLATE WITH HOOK AND D-RINGS, PLUG, INSTALLED TESTED AND PAINTED BLACK. ** EVEREST PT HITCH COMPLETE ** EVEREST ACPF/HCC36/ST/62 LOW MOUNT PATROL WING SYSTEM ** AMERICAN 3911 S1SA 11' STEEL REVERSIBLE PLOW ** EVEREST W144 12' RIGHT HAND STEEL WING ** SWENSON 12' EV100 STAINLESS STEEL HYDRAULIC SANDER ** SWENSON LEG STAND KIT FOR 12' SANDER	\$85,110.00	\$85,110.00

** HPF CUSTOM LED STROBE LIGHT KIT

** HPF CUSTOM CENTRAL HYDRAULIC SYSTEM TO INCLUDE TANDEM PUMP/PTO, COMMERCIAL VALVES, QUADCO CONTROLS, STAINLESS STEEL CABLES, FRAME MOUNTED TANK WITH SITE GLASS, SHUT OFF, AND FILTER. 2 FFL12 SANDER CONTROL VALVES PLUMBED TO REAR OF TRUCK.

*** ONE YEAR WARRANTY PARTS AND LABOR ***

SIGNED Bob Hackett

ACKNOWLEDGED

QUOTE TOTAL

\$85,110.00

Serving New England for over 60 Years



Cives Corporation, dba
Viking Cives of Maine
2085 Lisbon Road
Lewiston, Maine 04240
Phone: (207) 624-1928
Fax: (207) 783-9700
tireland@vikingcives.com

QUOTATION

Page 1 of 2

Factory/Shipper
Catalog

Customer: Town of Moultonborough
Contact: Scott Kinmond
Address:

Quote Number: 206
Quote Date: 10/8/2015
Quote valid until: 11/22/2015
For:
Terms: Net 30 days
Salesperson: Tim Ireland
FOB: Lewiston, ME

Phone:
Fax:
Attn:

QUANTITY	DESCRIPTION	UNIT PRICE	AMOUNT
1	Custom Hitch with mtg. bolts nuts and pins (P10)		
1	S10500F - Custom Hitch Plow & Wing Mount-Power Tilt (incl. yoke)		
1	S10996 - Access Step		
1	S10997 - 4 x 4 Truck Option		
1	S11010 - 4" x 10" DA Cylinder (cannot be used with Husting Hitches)		
1	S13010 - Push Center, 30-1/2"		
1	S14000 - Lift group - All plows except Metros with chain lift leveling device -not needed if using telescopic lift yoke		
1	S30600F - FH20 Hydraulic Assembly w/mtg. brk't (3 x 20 cyl.)		
1	S33300F - Full Trip Hinge (not to be used with trip edge wing)		
1	Rear Mast Weldment - includes slides, cylinders, mounting brackets - no tank)		
1	S40547 Rear Mast H1059IP RH Assy. CSS		
1	Reversible Plow, Heavy Duty Trip Edge 10 Degree		
1	S54060 - OW3153TE9 Moldboard Reversible, HD Trip Edge 10 degree (no shoes or blades)		
1	S54110 - Steel Blade, 12" punching -for 11' Moldboard & OW3153TE9		
1	S54230 - Twin Cylinder (cushion valve) Power Reverse Pushframe (PRR)		
1	S54260 - Brace Arm - for Straight and Flare Reversibles & OW3153TE9 (pair)		
1	S54310 - 30-1/2" pushlug swivel		
1	S54410 - Dead Sheave Leveling Device (stainless steel cable)		
1	S54620 - Rubber Deflector -12" wide - for 11' Moldboard		
1	S60040 - 144WHD RH WING WELDMENT - Standard RH Wing		
1	S60420 - Steel Blade 12" punching - for 144 Wing		
1	S61041F - Full Trip Hydraulic Arms (cushion spring lower)		
1	Beau Roc 13' Dump Body Constructed of Hardox 450, Air tailgate, Plow Lights, LED Strobes Front and Sides of Headboard, LED Strobes, Stop/Tail/Turn/Backup, Lights in Rear Corner Posts, LED Wing and Sander Lights, Pintle Plate with Swivel Hook and D-Rings, 13'Downeaster Stainless Steel Sander with Screens and Leg Kit.		
1	Hydraulics to Include: Hot Shift Tandem Transmission Mounted Pump and PTO, Cirrus Joy stick Control, 2 Knob Sander Control, Stainless Steel Hydraulic Lines where feasible, Hose Kit, Hydraulic Tank.		
1	Labor to Install		

Quote Total:	\$82,200.00
Discount:	
Total Due:	\$82,200.00



Cives Corporation, dba
Viking Cives of Maine
2085 Lisbon Road
Lewiston, Maine 04240
Phone: (207) 624-1928
Fax: (207) 783-9700
tireland@vikingcives.com

QUOTATION

Page 2 of 2

Factory/Shipper
Catalog

The following options may be added:

QUANTITY	DESCRIPTION	PRICE EACH	AMOUNT

Customer must fill out the information below before the order can be processed...

Accepted by:	
Date:	
P.O. number:	

The price and terms on this quotation are not subject to verbal changes or other agreements unless approved in writing by the Home Office of the Seller. All quotations and agreements are contingent upon strikes, accidents, fires, availability of material and all other causes beyond our control. Prices are based on costs and conditions existing on date of quotation and are subject to change by the Seller before final acceptance.

- ◆ Typographical and stenographic errors subject to corrections. Purchaser agrees to accept either overage or shortage not in excess of ten percent to be charged pro-rata. Purchaser assumes liability for patent and copyright infringement when goods are made to purchaser's specifications. When quotation specifies material to be furnished by the purchaser, ample allowance must be made for reasonable spoilage and material must be of suitable quality to facilitate efficient production.
- ◆ Conditions not specifically stated herein shall be governed by the established trade customs. Terms inconsistent with those stated herein which may appear on Purchaser's formal order will not be binding on the Seller.
- ◆ Unless otherwise stated, Installation charges do not include modifications to exhaust systems, cab protectors or bumpers.



ORDER ENTRY # _____

QUOTATION

6 ENTERPRISE DRIVE
LONDONDERRY, NH 03053
PHONE: 603-669-2250
FAX: 603-669-0501
DATE: 10/10/15

QUOTE / ORDER # M0522152

CUSTOMER: TOWN OF MOULTONBOROUGH, NH
CONTACT: SCOTT
ADDRESS: 6 HOLLAND STREET
MOULTONBOROUGH, NH
PHONE: 603-476-2400.
EMAIL: SKINMOND@MOULTONBOROUGHNH.GOV

TRUCK INFO:

VIN # : _____
YEAR: 2016
MAKE: _____
MODEL: _____
CA/CT: 118"
TRANS: AUTO
COLOR: BLACK
(AR-250 / 100,000 PSD)

BODY SR. # _____ HOIST SR. # _____
"BRANDON" DUMP BODY "HD" MODEL 14' LONG 48" SIDES 60" GATE

1/4" AR-250 ONE PIECE FLOOR W/ ANTI-ABRASIVE
1/4" AR-250 TAPERED TWO (2) PANEL AIR GATE - FLAME CUT HARDWARE
3/16" 44-W ONE PIECE SIDES W/ VERTICAL BOX BRACING
3/16" 44-W ONE PIECE FRONT W/ FLAT FRONT CORNERS
10" LONG MEMBERS - 1/4" FORMED W/ INSIDE GUSSETS FOR STRENGTH
42" CAB PROTECTOR - DRIVER SIDE FRONT STEPS
MAILHOT - M- 130-5.5-3 FRONT MOUNT TELESCOPIC HOIST 35 TON CAP
SAFETY PROP / BACK-UP & BODY RAISE ALARM, 3/8" X 3" STEEL WEAR STRIPS ON TOP OF FRAME
SET OF FRONT & REAR MUD FLAPS, ALL LIGHTS & REFLECTORS TO MEET FMVSS-108 (LED)
BODY PAINTED ONE COLOR - SINGLE STAGE ONLY (NO CLEAR COAT)

- ☒ FOLD-UP STYLE FRONT LADDER -----
- ☒ 30 TON HOOK ON 3/4" PLATE W/ D-RINGS & 7 PRONG PLUG -----
- ☒ PIONEER - ELECTRIC FULLY AUTOMATIC COVERALL # EDD1500DA W/ MESH NET -----
- ☒ LED STROBES IN CAB SHIELD TWO FRONT & TWO SIDE -----
- ☒ LED STROBES IN REAR POST TWO REAR & TWO SIDE REAR POST -----
- ☒ FORCE AMERICA HOT-SHIFT DRIVEN CENTRAL HYDAULIC SYSTEM W/ LOAD SENSING
VALVES AND PUMP TO OPERATE DUMP / PLOW LIFT / PLOW ANGLE / WING TOE / WING HEEL
& POWER BEYOND FOR SANDER VALVE & LIQUID SYSTEM, WITH IN-CAB, QUICK DISCONNECTS
PLUMBED TO REAR FOR SANDER, FRAME MOUNTED ENCLOSED HYDRAULIC TANK -----
- ☒ MONROE - POWER TILT-HITCH W/ 4" X 10" D/A LIFT CYLINDER - PLOW LIGHTS -----
- ☒ MONROE 11' ONE WAY STEEL MOLDBOARD REVERSIBLE PLOW
W/ CARBIDE CUTTING EDGE #MPR42-55-11-ISCT -----
- ☒ MONROE 10' STEEL DOUBLE FUNCTION PATROL WING, 40" HEIGHT, W/ CARBIDE CUTTING EDGE,
HD ARMS, WING LOCK, 3/16" MOLDBOARD, MODEL # 11DFWMB-FT-40 -----
- ☒ MONROE 13' HYDRAULIC SANDER, .304 STAINLESS STEEL, 10YDS, GREASE EXT. TO REAR,
FRONT & REAR CAB SHIELDS, SCREW ADJS. GATE HEIGHT JACK, CHAIN ADJ. IN REAR, TIP UP CHUTE,
LIGHT BAR -----
- ☒ FORCE AMERICA LIQUID PRE-WET SYSTEM, DUAL 75 GALS TANKS, #LDS-VB150-EM -----

TOTAL \$ 81,590.00

I HAVE READ AND APPROVED THE ABOVE QUOTATION AND
HEREBY AUTHORIZE YOU TO COMPLETE THE WORK.

CUSTOMER SIGNATURE: _____

DATE: _____

QUOTED BY: MARCIN KOSZALKA.